

MINUTES OF THE  
MAG REGIONAL AVIATION SYSTEM PLAN POLICY COMMITTEE

Maricopa Association of Governments Office  
302 North 1<sup>st</sup> Avenue, Ste. 200, Saguaro Room  
Phoenix, Arizona

July 10, 2001

MEMBERS IN ATTENDANCE

Mayor Elaine Scruggs, Chair, Glendale  
\*Councilmember Wayne Fischer, Carefree  
Councilmember Donna Wallace, Chandler  
\*Councilmember Dave Crozier, Gilbert  
Councilmember Ken Porter  
Mayor Keno Hawker, Mesa  
\*Mayor John Keegan, Peoria  
\*Councilmember George Zraket, Scottsdale  
\*Mayor Joan Shafer, Surprise

Mayor Neil Giuliano, Tempe  
Mayor Don Roberts, Wickenburg  
\*Supervisor Don Stapley, Maricopa County  
Councilmember Peggy Bilsten, City of Phoenix  
Ray Boucher for Gary Adams, Arizona Department  
of Transportation  
Richard Dykas, Federal Aviation Administration  
Lt. Colonel Ken Klesner, Arizona Air National  
Guard  
Terry Hansen, Luke Air Force Base

OTHERS IN ATTENDANCE

Greg Chenoweth, Chandler  
Guy Lennon, Chandler  
Jerene Watson, Goodyear  
Kelly McMullen, McDOT  
Marcia Wallace, Phoenix  
David Krietor, Phoenix  
Sue Palmeri, Phoenix  
Sharon Wood, Phoenix  
Lynn Timmons, Phoenix  
Peggy Carpenter, Scottsdale  
Scott Gray, Scottsdale

Miryam Gutier, Surprise  
Steve Zastrow, Tempe  
Amber Wakeman, Tempe  
Gus Nezer, FAA  
Pam Keidel, Wilbur Smith  
Linda Meronek, Wilbur Smith  
Randal Wiedemann, R.A. Wiedemann & Associates  
Harry Wolfe, MAG  
Coreen Young, Coalition Concerned About Aircraft  
Noise

1. Call to Order

The meeting was called to order at 2:00 p.m. by Chairman Elaine Scruggs.

2. Review of Minutes of April 30, 2001

It was moved by Keno Hawker, seconded by Ken Porter and unanimously recommended to approve the

meeting minutes of April 30, 2001.

3. Status Report on MAG RASP Update Work Completed to Date

Harry Wolfe provided a status report on the MAG RASP Update work completed to date. He distributed a table of contents for the Inventory Working Paper along with the first section of the working paper. He noted that the first part of the working paper contained a general inventory of the region, while the second section focused upon the airport system. Mr. Wolfe added that he was checking over the working paper to ensure data consistency and completeness and estimated that the working paper would be ready to send out by the end of next week.

Mr. Wolfe noted that he would be extracting data tables from the inventory section of the MAG RASP Update to place on the MAG Website. He said that he would include systemwide information that would provide a glimpse of all the airports in the system, instead of replicating the detailed information contained on each airport's individual website. Mr. Wolfe also said that there would be links between the MAG Website and each individual airport site.

4. Introduction of Wilbur Smith Associates Consulting Team and Review of MAG RASP System Planning Process and Schedule

Harry Wolfe introduced the new project manager for the MAG RASP Update, Ms. Pam Keidel of Wilbur Smith Associates. Ms. Keidel provided background on the experience of both Wilbur Smith and herself in performing system plans around the country. She noted that she was also currently working on the regional aviation system plan for the Pima Association of Governments

Ms. Keidel summarized the tasks that would be undertaken to complete the MAG RASP. She explained that after reviewing the information collected through the inventory working paper, she would begin to assemble the aviation forecasts. Ms. Keidel described the process for preparing system planning forecasts as a combination of the "top-down" and "bottom up" approach. The "top down" approach first develops a regional forecast of aeronautical demand, and then distributes that forecast to individual airports. The "bottom up" approach takes the sum of individual airport forecasts to derive a county total. These two methods are compared and then reconciled to the extent necessary.

Ms. Keidel indicated that Wilbur Smith would not be preparing new forecasts for Phoenix Sky Harbor and for Williams Gateway Airport. She said that she would draw on the forecasts contained in those master plans and extrapolate it to 2025.

Mayor Keno Hawker expressed concern over using the existing Phoenix Sky Harbor and Williams Gateway Airport forecasts without some verification.

Harry Wolfe commented that the forecasts prepared for Phoenix Sky Harbor forecasted a range of 17 million to 19 million passenger boardings in 2000, while the actual number of boardings was 18 million. He said that he believed that the forecast was realistic and could be used extrapolated to derive another forecast.

Mayor Hawker asked how passenger forecasts for Williams Gateway Airport would be derived when there currently are not any passengers using the facility.

Harry Wolfe indicated that when you analyze the traffic handling capability of Phoenix Sky Harbor with three runways, there may be an unmet demand that could be accommodated by Williams Gateway Airport. He acknowledged that preparing air passenger forecasts for a facility that doesn't have any passengers is challenging.

Mayor Keno Hawker asked whether the consultant be developing alternatives now for meeting future demand. Pam Keidel responded that after comparing demand with capacity and identifying any capacity deficiencies, Wilbur Smith would identify possible alternatives to reconciling these deficiencies. She said that the consulting team would seek MAG RASP Policy Committee input on the alternatives.

Ms. Keidel also that the initial MAG RASP forecasts prepared would be unconstrained and that these forecasts would be revisited and possibly revised after the alternatives were evaluated. She pointed out that the alternative selected would have an impact on the distribution of traffic.

#### 4. Overview of Aviation Issues

Harry Wolfe indicated that he would review a number of aviation issues that had a bearing on the MAG RASP Update. He noted that the FAA had proposed some changes in airspace procedures in the Phoenix area earlier this year and that based on comments on those changes, the agency had developed a new alternative and distributed it for review on June 25, 2001. Mr. Wolfe added that several east side communities had joined together and forwarded a letter to the FAA Administrator requesting that action on the proposal be deferred until pending additional analysis and public review.

Mayor Keno Hawker explained that several eastside communities, other than Mesa, had been given an opportunity to provide input on the original airspace changes, and that the resulting new alternative diverted more air traffic over Mesa. He said that Mesa wanted to have the same opportunity to provide comment on the new airspace proposal that other communities had on the original proposal. He added that Mesa was requesting a 45 day delay to provide for additional input.

Harry Wolfe reported that MAG would be hosting the Western States Intermodal Planning Group Conference in Phoenix September 30, 2001 to October 2, 2001. He noted that the Intermodal Planning Group was comprised of federal agencies, state transportation agencies and metropolitan planning organizations. He said that the conference was hosting included three federal regions covering most of the Western portion of the United States.

Mr. Wolfe said that while in the past, the IPG conferences have not focused on aviation issues, that because of increasing concerns over airspace congestion and airport delay, representatives from major metropolitan areas requested that this issue be addressed. As a result a separate panel discussion had been set up to deal exclusively with airspace issues.

Harry Wolfe mentioned that the four topics that would be addressed in the airspace panel included:

1. Technological enhancements in air traffic control that could enhance airport capacity.
2. The role of airspace modeling in addressing congestion.
3. The role of airport system planning and master planning in planning for airspace
4. Competing airspace users: military/air carrier/ general aviation.

Mr. Wolfe added that Jeffrey Griffith, FAA Deputy Director of Air Traffic in Washington D.C. would be participating on the panel. He indicated that out of the panel discussion a group of recommendations would be developed to share at the general conference session. He said that if anyone were interested in obtaining registration materials that he would be happy to provide them.

The meeting adjourned at 2:40 p.m.